

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: DPW - ADJOURNED MARCH 27, 2007 MEETING

DATE: MARCH 30, 2007

COMMITTEE MEMBERS PRESENT:		OTHERS PRESENT:	
SUPERVISORS	BELDEN	WILLIAM LAMY, DPW SUPERINTENDENT	
	BENTLEY	WILLIAM THOMAS, CHAIRMAN	
	HASKELL	HAL PAYNE, COMMISSIONER OF ADMINISTRATIVE & FISCAL	
	MASON	SERVICES	
	STEC	JOAN SADY, CLERK OF THE BOARD	
	GERAGHTY	SUPERVISORS	CAIMANO
			KENNY
COMMITTEE MEMBER ABSENT:			F. THOMAS
SUPERVISOR	MERLINO		VANNESS
		FRED AUSTIN, BUILDING PROJECT COORDINATOR	
		TODD LUNT, HUMAN RESOURCES DIRECTOR	
		AMANDA ALLEN, LEGISLATIVE OFFICE SPECIALIST	

Mr. Belden called the meeting of the DPW Committee to order at 9:00 a.m. He announced that the meeting would be a continuation of the one prematurely adjourned on March 27th due to a fire within the Municipal Center.

Joan Sady, Clerk of the Board, reminded the Committee that at the close of the March 27th meeting, a motion had been made and seconded to approve the request to increase the existing Fuel Management Expansion project (H159.9550.280) in the amount of \$17,073.45 with the source of funding to be appropriated from General Fund Unappropriated Surplus, and refer same to the Finance Committee; however, the Committee had not voted on the action.

Motion was made by Mr. Haskell, seconded by Mr. Bentley and carried unanimously to approve the request to increase the existing Fuel Management Expansion project (H159.9550.280) in the amount of \$17,073.45 with the source of funding to be appropriated from General Fund Unappropriated Surplus, and to refer same to the Finance Committee.

Privilege of the floor was extended to William Lamy, DPW Superintendent, who resumed review of the agenda distributed at the March 27th Committee meeting. He noted that correspondence had been forwarded by Julie Pacyna, Purchasing Agent, with respect to the Warren County bid for Culvert Cleaning/Catch Basin Vacuum Equipment Rental (WC 47-06) and the optional extension of the existing contract through May 13, 2008. Mr. Lamy explained that Glen Dwyer, Owner, had been the lowest qualified bidder for the May 13, 2006 through May 13, 2007 term and the bid included a clause allowing the contract to be extended through May 13, 2008 under the same terms. He apprised that Mr. Dwyer had responded in favor of the extension and page 14 of the agenda reflected the letter sent by Mrs. Pacyna and Mr. Dwyer's response. Mr. Lamy stated that this documentation was for informational purposes only and required no Committee action.

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Mr. Belden noted that the costs of removal of any debris from the catch basin could be reimbursed through Lake George Watershed funding, and he asked Mr. Lamy to keep that fact in mind.

Mr. Lamy advised that the next agenda item pertained to issues with the malfunctioning furnace housed in the DPW shop. He reminded the Committee that during their prior meeting they had discussed the Siemens Buildings Technologies, Inc. quotation of \$40,813 for corrections to the furnace, controls and ventilation system; Mr. Lamy added that subsequent to the discussion the Committee had requested that he research alternative measures and quotations for the repair. Mr. Lamy advised that he had contacted RFA (Rist-Frost Associates, P.C.), the engineering firm currently under agreement with the County, to develop a proposal evaluating the furnace and recommending improvements to the existing heating system. Mr. Lamy stated that in response to his request, RFA had returned a MOU (Memorandum of Understanding) which estimated a cost of \$17,100 in engineering fees for review of the heating system and repair recommendations.

Mr. Lamy apprised that he had reviewed the MOU with Paul Dusek, County Attorney, who suggested that the release of an RFP (Request for Proposal) for the heating system repairs might be the best course of action and would allow additional evaluation by Siemens Building Technologies and Johnson Controls to address energy concerns, as they had for other County locations. Mr. Lamy noted that while action was certainly required to correct the furnace issue, it was important to remember that although a performance contract was considered budget neutral and required no initial funding by the County, such as the ones offered by Siemens and Johnson Controls, any savings realized in connection with the improvements would be returned to the respective contract holder. Conversely, the County could choose an alternate route wherein they would be responsible for all of the costs incurred to correct the heating system thereby guaranteeing the retention of all energy savings, Mr. Lamy advised.

Mr. Belden stated that he felt an RFP should be prepared to ensure that the work was completed at the lowest possible cost.

Motion was made by Mr. Haskell, seconded by Mr. Geraghty and carried unanimously to authorize Mr. Lamy to prepare an RFP for repairs to the furnace, controls and ventilation system housed at the DPW shop.

Resuming agenda review, Mr. Lamy stated that pages 19 through 24 detailed the proposed 2007 paving schedule for County roads. He noted that the schedule was dependent upon weather and the advancement of construction on certain projects. Mr. Lamy said that all of the paving jobs listed had been previously approved and included within the 2007 DPW Budget.

In connection with the paving schedule, Mr. Lamy proposed a four-day 10-hour work week for DPW employees beginning on April 30th, weather permitting, and continuing through July 8th. He noted that for payroll purposes it was favorable to begin and end the shift change appropriately during the pay cycle and these issues had been accounted for in scheduling the extended shift. Mr. Lamy stated

that the shift change directly corresponded with the paving schedule for County roads. He explained that the highway crews would return to a standard eight-hour work schedule when they began the Town paving projects, as the Towns rarely deviated from the standard work schedule and were responsible for hauling blacktop to their road projects.

Mr. Geraghty asked if it would be appropriate for the paving crews to remain working 10-hour shifts if the Towns they were working with did the same and Mr. Lamy replied that was not necessary.

Mr. Lamy explained that a Budget analysis had been performed to determine if funds were being used effectively; however, he noted, he was unable to determine the level of productivity from those studies. Mr. Lamy stated that he wished to perform a study reviewing productivity and hours worked to determine whether the paving crews worked more effectively during an eight or ten hour shift. He advised that although the labor costs for a 10-hour shift were less than that of an eight-hour shift plus two hours overtime, he was unsure which shift the crew would be more productive during. Mr. Lamy added that the study would provide the information necessary to determine the most cost effective direction for the 2008 paving season.

Discussion ensued.

Mr. F. Thomas entered the meeting at 9:15 a.m.

Mr. Belden stated that Mr. Lamy should continue with his study to determine the productivity of the paving crews based on the length of their shift and to determine the most cost effective direction for the County.

Mr. Haskell asked if only the paving crew would be affected by the temporary shift change and Mr. Lamy replied in the negative. He advised that both the highway and vehicle maintenance crews would be placed on 10-hour shifts; however, Mr. Lamy noted, the change was not mandatory and there would be certain staff members remaining on the standard eight-hour shift for a five-day work week. Mr. Lamy advised that although the varying shifts would be implemented simultaneously, there would be times when overtime was necessary for maintenance and equipment transportation purposes.

Mr. Belden noted that the majority of the paving costs were contributed by State grant funding, much of which was removed from the New York State Budget when approved. He stated that it was very important to keep this fact in mind to be sure that the projects did not exceed the funds available. Mr. Belden stated that the level of funding available was projected to be similar to those funds received in 2005; however, paving costs had risen 70% since that time.

Mr. Belden reminded Mr. Lamy that in the prior year the paving of two storm drains in the Town of Hague had been cut to reduce spending and he asked if they would be included in the 2007 paving schedule; Mr. Lamy replied that those projects had been included in the 2007 Budget.

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Mr. Caimano suggested that Mr. Lamy be allowed additional leeway in his estimation of the duration of the 10-hour shift implementation as all of the paving projects were contingent upon the weather. Mr. Belden advised that if a more lengthy term were needed, Mr. Lamy could return to the Committee to request an extension of the paving schedule and 10-hour shift term. Mr. Lamy noted that a contract amendment would also be required for the Union.

Mr. Geraghty asked if the elongated shift had been implemented for a longer period during the 2006 paving season and Mr. Lamy replied that it had been unnecessarily longer. Mr. Geraghty asked Mr. Lamy if any Union issues would be caused by shortening the duration of the elongated shift and Mr. Lamy replied that if there seemed to be an outstanding issue they would continue the standard eight-hour shift and bypass the longer one completely.

Discussion ensued.

Motion was made by Mr. Geraghty, seconded by Mr. Mason and carried unanimously to authorize a MOU with CSEA (Civil Service Employees Association), to approve a four-day work week for the DPW Highway Department and the Vehicle Maintenance Shop to begin on April 30th and end on July 8th, and the necessary resolution was authorized for the April 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. VanNess entered the meeting at 9:23 a.m.

Mr. Lamy stated that although he was a believer in shared services, it appeared that he would have to perform constant vigilance to protect the DPW Budget. He said he had been approached by Town Supervisors on numerous occasions for highway signs at the County's expense and he could not find any written policy as to whether or not County procured signs should be distributed in such manner. Mr. Lamy asked the Committee for guidance in the matter of distributing signs requested for placement on non-County roads and on property not owned by the County.

Mr. Stec stated that the Town of Queensbury maintained a Highway Department and procured such signs at their own expense. He said that although he did not begrudge any of the smaller Towns this benefit, he did not feel that it was unreasonable to require them to purchase the necessary items at their own expense.

Mr. Belden apprised that the Town of Hague also purchased their own highway signs and he felt other Towns should do the same. He noted that these items could be purchased at State bid prices and because the County Budget was limited for 2007, the individual Towns should be required to fund these necessities themselves. Mr. Caimano said that he agreed and added that if the Committee felt the County should provide the highway signs, a percentage should be incorporated in the 2008 Budget for such expenses.

Discussion ensued.

It was the consensus of the Committee that the individual Towns of Warren County should be

fiscally responsible for the materials necessary to produce the highway signs needed.

Motion was made by Mr. Haskell, seconded by Mr. Geraghty and carried unanimously to authorize Mr. Lamy to invoice the Towns of Warren County for materials necessary to produce the highway signs requested.

Returning to the agenda review, Mr. Lamy advised that page 26 reflected a listing of items pending from prior Committee meetings. Mr. Lamy stated that the first item listed pertained to the County maps, which had been printed and were being shipped. Mr. Belden asked if a quantity could be forwarded to each Town and Mr. Lamy replied affirmatively. Mr. Belden asked if there would be a cost to each Town for the maps and Mr. Lamy advised that there would not.

With respect to the second pending item listed, the County radio equipment situation, Mr. Lamy stated that he had no update and Mr. Belden asked that Brian LaFlure, Systems Maintenance Coordinator, be asked to attend the next Committee meeting to give an update on the item.

Mr. Kenny entered the meeting at 9:29 a.m.

Moving to the third item on the list of pending items, Mr. Lamy apprised that he had included a copy of the summary of the March 19th meeting held to discuss the Corinth Road Corridor reconstruction project. He stated that, as referenced on the second page of the summary, a representative of National Grid had attended the meeting and had advised that National Grid would fund the up front costs for undergrounding their utilities, pending the outcome of the existing lawsuit with the Town of Queensbury.

Mr. Stec explained that the lawsuit was related to the Town of Queensbury's local law which required all utilities to be placed underground. He said that National Grid was resistant to the undergrounding and the matter was currently awaiting a judicial decision.

Mr. Lamy apprised that R.K. Hite was working along the Corinth Road Corridor to make offers to residents for right-of-way acquisitions and at the same time to obtain easements needed for the utility portions of the project, which varied from 10 to 12 feet outside of the roadway portion of the project. Mr. Lamy said that they were seeking donated easements from the property owners; however, he said he had been advised that the connection from the underground equipment to the meter boxes would be an eligible expense for Federal and State funding. He explained that any time Federal funds were involved in crossing an easement, the resident was entitled to payment for that easement. Mr. Lamy added that appraisals would have to be made and dollar amounts determined for the necessary allowances.

Mr. Lamy warned that they had already tapped into all available funding pockets for the Corinth Road and Beach Road projects, leaving no funds available to cover cost increases in the Corinth Road project. He said that a follow-up meeting had been scheduled with NYSDOT (New York State Department of Transportation); Clough, Harbor & Associates and Barton & Loguidice to determine the most up to date costs of the project comparative to the funding available. Mr. Lamy recognized

these figures could only be based on estimates, with the actual costs to be determined upon the bidding of the project. Mr. Lamy stated that it was very important to be aware that they had exhausted all of the resources available to pay for the upcoming project.

Mr. Belden stated that the initial cost estimates had been prepared more than two years ago when the project was first introduced and those early estimates were no longer accurate, as production costs had increased. He suggested that more accurate figures be determined and forwarded to the appropriate State and Federal officials with requests for additional financial assistance.

Mr. Lamy apprised that the costs of the project had been updated through 2006 and monies had been appropriated from other highway projects to fund the Corinth Road Corridor reconstruction. In addition, he noted, Mr. Stec was willing to postpone projects scheduled in the Town of Queensbury to make the Corinth Road project a priority.

Mr. Belden stated that the project was very important and would be a benefit to all of Warren County. He said that if funds for the project were short, then both the Town of Queensbury and Warren County might be expected to bear the balance of the project's financial burden.

Mr. Caimano stated that if the Town of Queensbury were required to fund the project, they might not be able to deliver the funding normally left with the County to reduce taxes, which he approximated to be in the area of \$2 million. He added that the funding contributed by the Town of Queensbury was used to lower the Queensbury tax rate and if it were removed those tax rates would increase, leaving the County in a quandary. Mr. Caimano said that the County and the Town of Queensbury would have to work together to find the most logical solution to this problem.

Mr. Lamy expounded that he had spoken with the project consultant and was advised that all of the utility agreements were being returned to the consultant and upon review would be shipped to the County for further review by the County Attorney and the Town of Queensbury. He said that although he would like to advance the project at a much swifter pace, they had certainly made progress.

Proceeding with the list of pending items, Mr. Lamy advised that he would present further information with respect to both the possible conveyance of a parcel of property located in the Town of Johnsburg and the Budget Performance Report at the next Committee meeting.

Mr. Lamy apprised that the referral from the Real Property Tax Services Committee regarding the erection of signage on County-owned property had been addressed. He explained that the purveyors of the Glens Falls Swim and Racquet Club had been contacted and given instruction.

Mr. Lamy stated that the last pending item listed, referring to the County Travel Policy, had been addressed during a prior meeting and could be removed from the list.

In closing, Mr. Lamy apprised that he and Mr. Belden had met with NYSDOT with respect to the installation of sewers in the Town of Hague. He noted that it was the consensus of all interested

parties (NYSDOT, the Town of Hague, Warren County and the project engineer), that the installation would involve the complete shutdown of the affected portion of Route 9N for approximately two to three weeks. Mr. Lamy stated that they intended to use County Route 21 as a detour for cars only and NYSDOT would work with the County to erect signs on the Northway and Route 9N directing all truck traffic to use either the Northway, Route 11 or Route 8 as their detour. He apprised that a portion of the car detour circled into Essex County and Fred Buck, Essex County DPW Superintendent, had approved the use of that portion of road for cars only. Mr. Lamy stated that NYSDOT had requested a letter from the County supporting the use of the detour route.

Mr. Haskell asked why the same detour could not be used for both cars and trucks and Mr. Lamy replied that NYSDOT had refuted the use due to a safety issue resulting from very sharp turns in the detour.

Motion was made by Mr. Geraghty, seconded by Mr. Bentley and carried unanimously to approve the request to use County Route 21, West Hague Road, as a detour during construction of the sewer line of NYS (New York State) Route 9N for approximately two to three weeks and authorizing the Chairman to forward a letter of support to NYSDOT in favor of the detour as per the NYSDOT request and the necessary resolution was authorized for the April 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Belden advised that any members of the Real Property Tax Services Committee should be aware that Honorable David Kroggman, Supreme Court Justice, had authorized the use of the Supreme Court Room for the upcoming land auction.

As there was no further business to come before the DPW Committee, on motion made by Mr. Mason and seconded by Mr. Geraghty, Mr. Belden adjourned the meeting at 9:39 a.m.

Respectfully Submitted,
Amanda Allen, Legislative Office Specialist